385 L99w
Lyon 1168225

Where steam still serves

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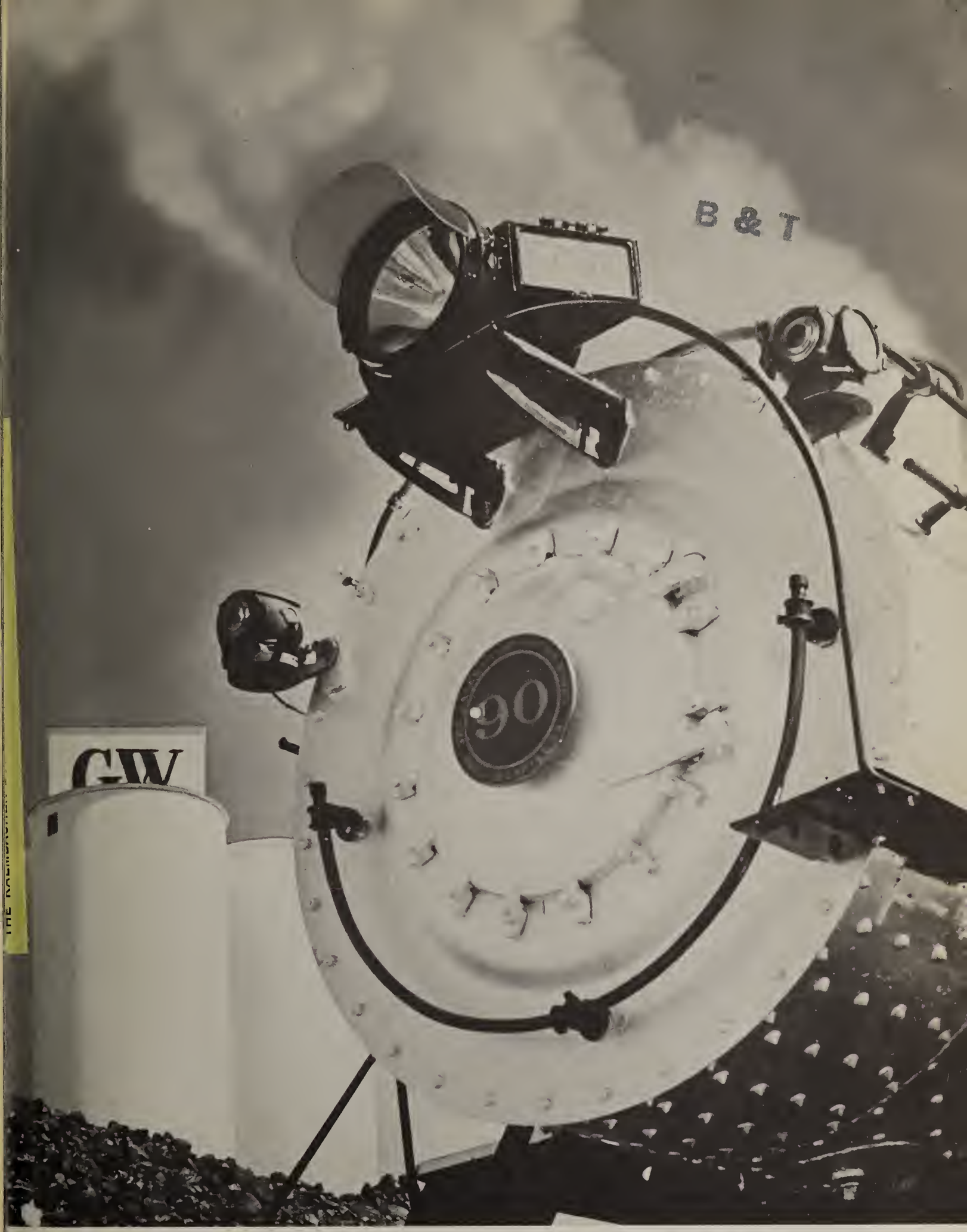

WHERE STEAM STILL SERVES

B & T

WHERE STEAM STILL SERVES

The Picture Story of The Great Western Railway,

Serving the Sugar Centers of Northern Colorado

STARRING OLD NO. 90

ILLUSTRATED AND WRITTEN BY JAMES LYON

PUBLISHED BY THE GREAT WESTERN SUGAR COMPANY

DISTRIBUTED BY THE COLORADO STEAMFAN SERVICE
BOX 5385, TERMINAL ANNEX • DENVER 17, COLORADO
PRICE POSTPAID: ONE DOLLAR AND FIFTY CENTS

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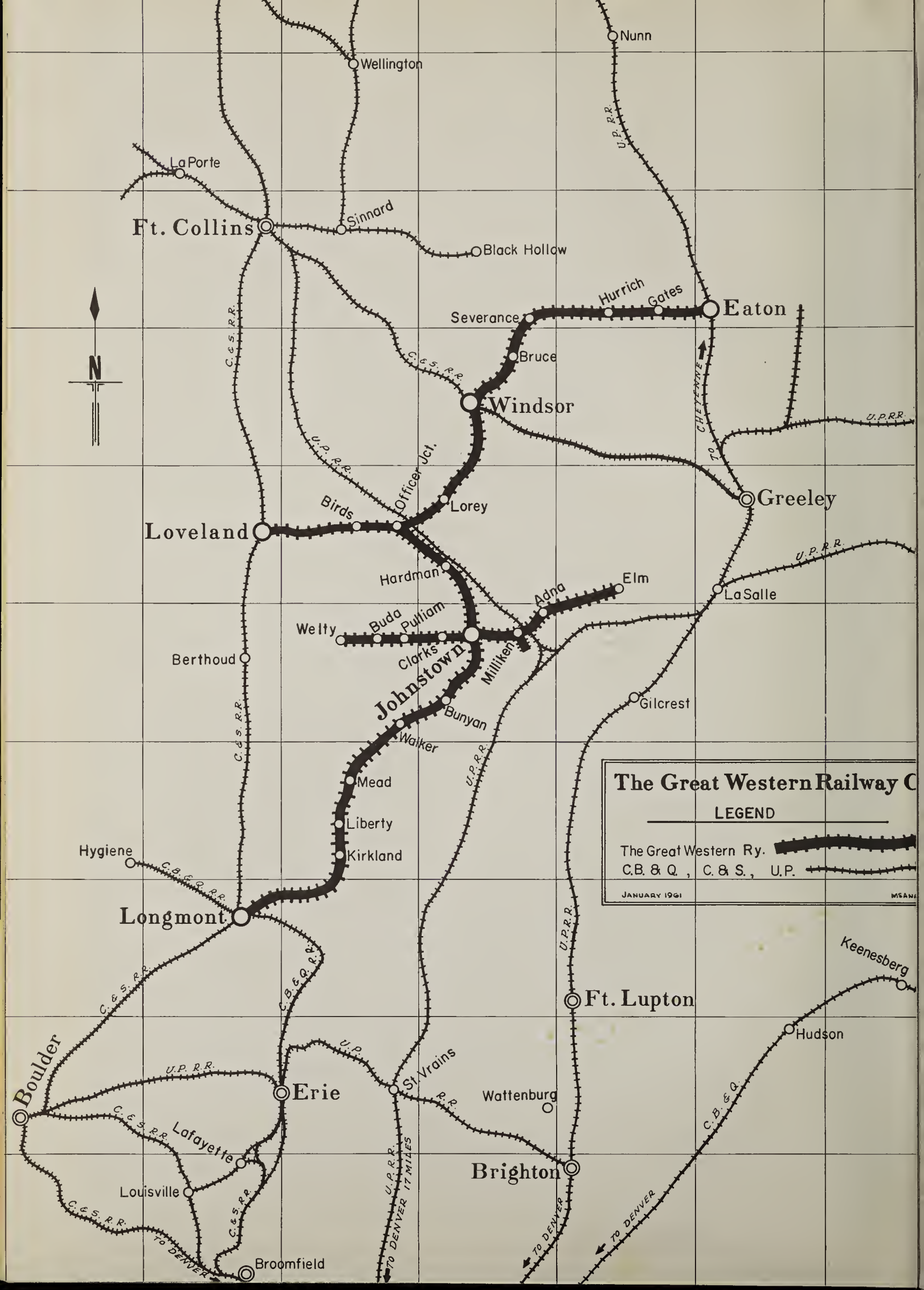
the early-morning shadows,
water tank waits
the Great Western Railway
ds at Loveland
slake the thirst of
No. 90 before she steams
for a day's work
the sugar beet country
Northern Colorado.

MONOGRAM AND LOGOTYPE FROM A 1906 LETTERHEAD


Nunn
Wellington
U.P. R.R.
La Porte
Ft. Collins
Sinnard
Black Hollow
Hurrich
Gates
Eaton
Severance
Bruce
C. & S. R.R.
Windsor
TO CHEYENNE
U.P.R.R.
U.P. R.R.
Officer Jct.
Lorey
Greeley
Birds
Loveland
U.P.R.R.
Hardman
Elm
Adna
La Salle
Welty
Buda
Putnam
Clarks
Milliken
Berthoud
Johnstown
Gilcrest
Bunyan
Walker
Mead
Liberty
Kirkland
Hygiene
C.B. & Q. R.R.
Longmont
Keenesberg
Ft. Lupton
Hudson
Boulder
Erie
St. Vrains
Wattenburg
Lafayette
Louisville
Brighton
Broomfield
TO DENVER 17 MILES
TO DENVER
The Great Western Railway C
LEGEND
The Great Western Ry.
C.B. & Q., C. & S., U.P.
JANUARY 1961

WHERE STEAM STILL SERVES

1168225

GW

90

75

60

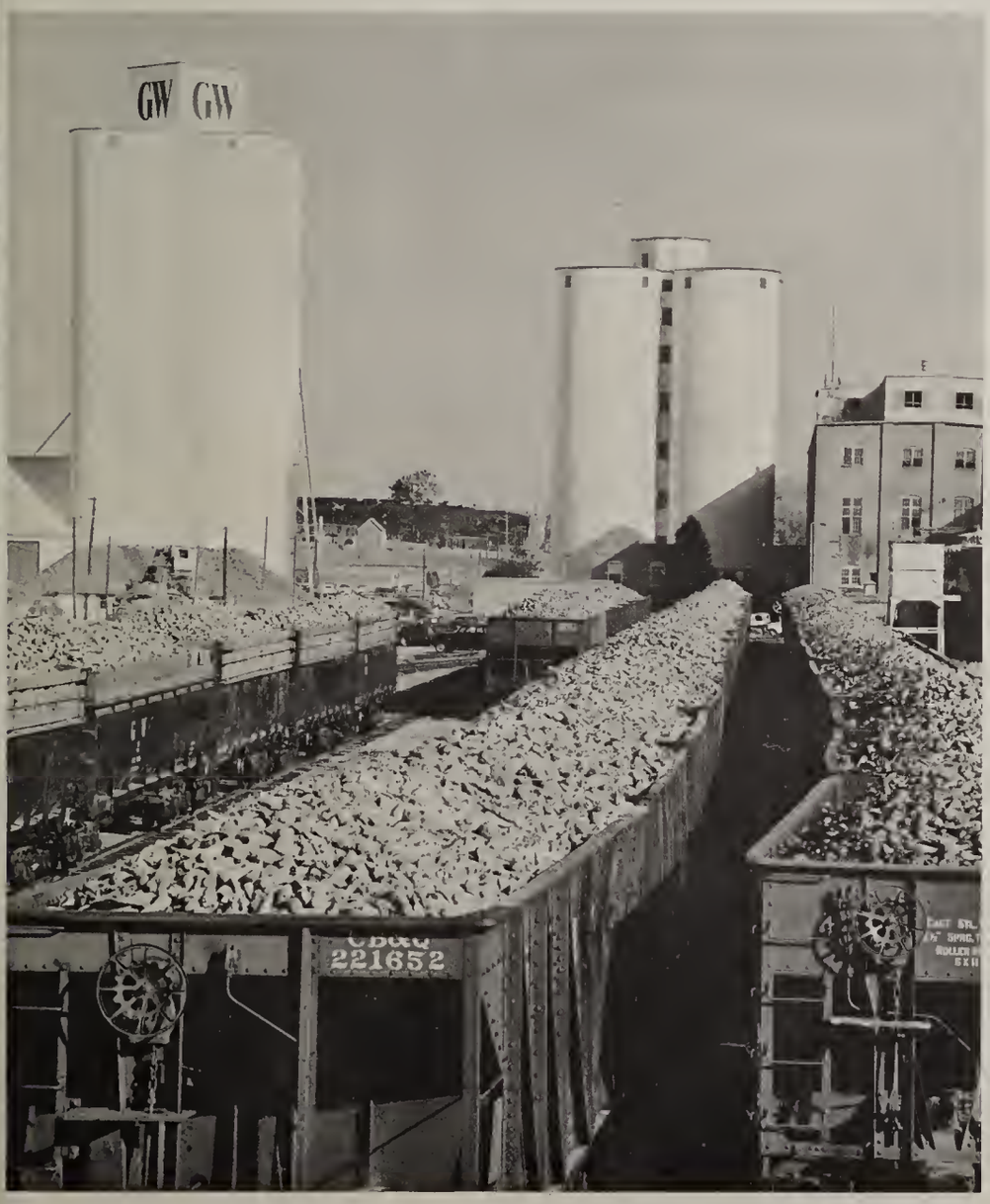
51

Just north of Denver, the Never Summer Mountains of the Rockies provide a spectacular backdrop for a scene of Americana now fastly fading . . . the plume of black smoke across the sky, the nostalgic echo of the whistle across the countryside, the clank of steel, the hiss of steam.
All of this comes back with October, the season of harvest, the season of steam. The mile-high uplands, alive with the modern machinery of harvest, reveal as with magic the vision of the vehicle that opened the West nearly a century ago. Here, within the shadow of the Colorado Rockies' own romance of railroading, appropriately enough, steam still serves.
It serves on The Great Western Railway, one of the very few lines in the mid-continent area—if not the entire country—still working steam locomotives over the road. Only 31 years after the first railhead reached the mining town of Denver, the GW Railway was incorporated in 1901 by a handful of businessmen interested in the promotion of a beet sugar industry. Some of these same men also helped to establish The Great Western Sugar Company, the parent firm of the GW Railway. They saw then that Colorado needed local manufacturing of agricultural products to bolster the fabled but fading economy of mining. Sugar beets provided one answer, then as now, since they could be grown on the high irrigated plains and be manufactured locally into a finished product that could be shipped to the larger population centers. The year of 1901 also saw the completion and operation of the first Great Western sugar factory, at Loveland, later the location of the yards and shops of the GW Railway. The main and obvious purpose of the road, then as now, was to transport the raw sugar beets to the factories and to move the refined sugar to the inter-changes with the large railroads. In the next half-dozen years, sugar beet acreage expanded rapidly with the construction of eight more Great Western factories in Northern Colorado. At the same time, the GW Railway laid rail and acquired rolling stock to serve four of these factory towns—Loveland, Longmont, Windsor, and Eaton. (Johnstown was also on the line then, but the sugar factory there was not built until 1926 and the mono-sodium glutamate plant was not erected until 1954). These six factories in five communities still comprise the main points on the road, plus a score of beet-receiving stations, along with a number of private concerns with freight to ship.
The main line trackage totals about 63 miles, with 25 miles of yard track and sidings. The traffic consists almost entirely of agricultural products and sugar factory supplies. There is no passenger service anymore, except for special railfan excursions and occasional riders in the cabooses of freight trains. The GW Railway's motive power numbers four steam locomotives and five diesel units. Its other equipment includes six cabooses, 194 gondolas, 34 molasses tank cars, one box car, three flat cars, six work cars, and one diesel crane.
So begins the saga of steam on The Great Western Railway, now in 1961 in its 60th anniversary year, still running full throttle, still very visible each fall on the Great Western American scene.

THE BEETS MUST BE THERE

No. 75, a veteran member of the GW steam stable, stands with No. 61 in the yards at Loveland with the sugar factory in the rear surmounted by the towering bulk sugar storage bins and the mill stack at right.
A 2-8-0 of 75 tons (on drivers), No. 75 was built by Baldwin in 1907; No. 61 was built by General Motors in 1952. The scene here serves to illustrate the strong connection between the sugar industry and the railroads. During the processing campaign in the fall and early winter, the factories depend upon the railroads to deliver enough sugar beets from the receiving stations to keep the mill running around the clock. At a factory like Longmont, as the photo at right shows, the process operations require about 70 cars of beets each 24 hours for a period of nearly four months without interruption of any kind. Without reliable rail service, the sugar mill would face expensive shutdowns for lack of raw materials.
And this dependency can be multiplied 15 times, since Great Western operates 15 sugar factories during the processing season in four states — nine in Northern Colorado, four in Western Nebraska, one at Billings, Montana, and another at Lovell, Wyoming. In addition, there are the two factories at Johnstown, Colorado, operating almost year-around. One produces premium industrial sugar; the other makes mono-sodium glutamate, or MSG, a flavor-enhancer for many foods. For raw materials, both use so-called "discard" molasses that must be hauled in tank cars from the other sugar factories. All the Great Western operations rely upon the big roads in the area — Union Pacific, Burlington, Colorado & Southern, Great Northern, and Northern Pacific. As mentioned earlier, the GW Railway helps to serve only those operations in and around Loveland, Longmont, Johnstown, Windsor, and Eaton, an area from 35 to 60 miles north of Denver.
During the processing campaign of 1960-61, the GW Railway handled almost 5,000 carloadings of sugar beets originating on the line, plus more than 5,000 others over the road from inter-changes with the big lines. The magnitude of the sugar beet movement can be visualized by the fact that the total beet carloadings for all 15 factories over all of the lines, including the GW Railway, amounted to nearly 75,000 for the same period of slightly less than four months. These do not include the usual movement throughout the year of factory supplies and materials and finished products. Coal, coke and limestone must be brought in to the factories in large quantities, along with fertilizer, beet seed, steel, lumber and equipment for factory maintenance. Refined sugar in special bulk cars and in various packages in box cars must be moved out, along with molasses in tank cars and beet pulp products in various forms for livestock feed.
All of this freight, plus MSG from Johnstown and items for private concerns along the line, make up the trains of The Great Western Railway. Steam locomotives work only during the campaign months, from October through most of January, while the diesel units take over entirely during the rest of the year.

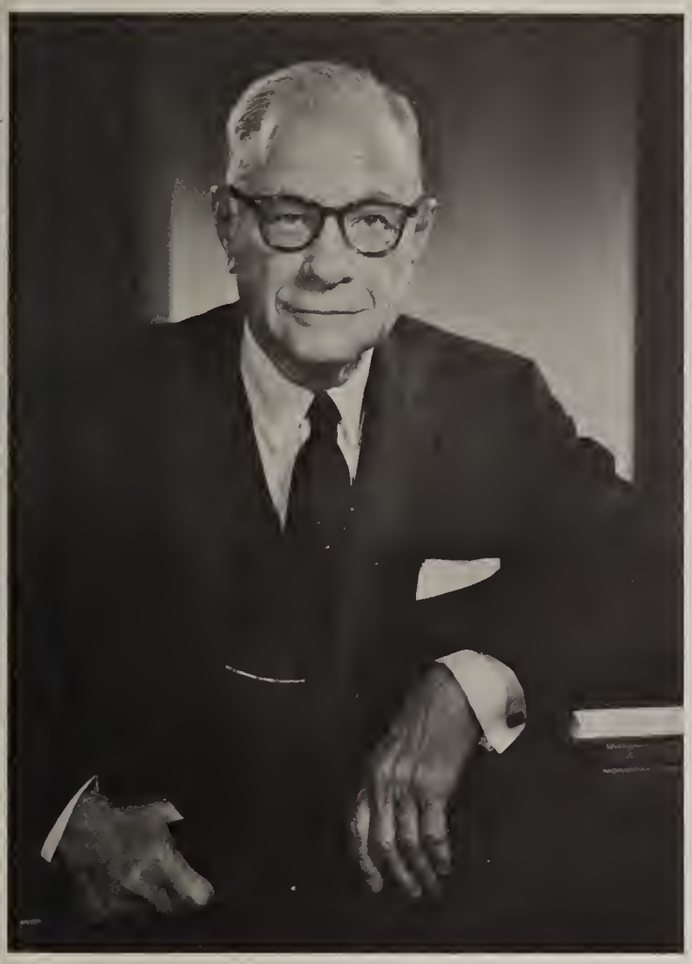
Steam also still serves on tracks at the sugar mills, where runty dinkies push and shove gondolas of beets. But they do not belong to the GW Railway. The 0-4-0 saddle-tankers work for the Sugar Company, like the one at right at Lovell, Wyoming. Here the dinky holds a car under the wet hopper, where the hot water jets loosen the beets so that they fall out of the gondola directly into a flume leading to the factory. There are similar saddle-tankers, built by Davenport, at 11 other mills.



There are about 25 cars of beets in the yards of the Longmont factory, at left, waiting to be processed into Pure GW Sugar. These cars would supply the mill, at right in the rear, with enough raw materials for only about one eight-hour shift. So to operate the factory around the clock, the railroads must bring in another 45 cars of beets during the other 16 hours of the day. The tall white structures at the rear store refined sugar in bulk for delivery by rail car or special truck to industrial users; or the sugar can be conveyed back to the warehouse for packing in retail consumer bags. These storage bins, as they are called, will hold up to 50-million pounds of sugar—about half the total production of the Longmont factory during one campaign.

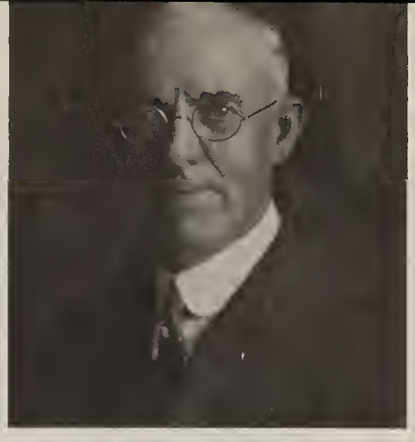
SUGAR TRAMP RAILWAYMEN

Old No. 90 forms a fitting stage for this 1958 photo of five members of the GW Railway management. P. H. McMaster, vice president and general manager, stands on the ground at left with Frank C. Gorom, retired superintendent and grand old man of the road. Gorom, nearing his 80th birthday in 1961 and still living in Loveland near his beloved railroad, was superintendent from 1939 until his retirement in 1952. He was also master mechanic from 1912, when he joined the Railway, until 1952. As superintendent, Gorom was preceded only by C. E. Angove, who served from 1902 until 1939. The present superintendent, J. B. Baker, III, stands at the top of the locomotive steps. Baker joined the GW Railway in 1950 as assistant superintendent and took over the top operating job in 1952. Below him stands Roadmaster R. O. (Slim) Kiser, a GW railroader for nearly 34 years. And next, on the bottom step, stands Master Mechanic T. C. Davis, a veteran of more than 40 years and senior locomotive engineer of the line. P. H. McMaster, nearing his 45th anniversary with Great Western, became vice president and general manager in 1949. He also doubles as traffic manager of the Sugar Company and previously held various agricultural executive positions with the parent firm. "Mr. Mac," as he is known on the line, is the fourth general manager of the road. He was preceded by H. F. Lambert, a top-ranking traffic expert who served from 1933 to 1942; E. R. Griffin, who guided the construction and administration of the line from 1905 to 1933; and A. V. Officer, a pioneer beet sugar executive who served from 1902 to 1905. Since the GW Railway operates as a subsidiary of The Great Western Sugar Company, many of the officers serve in similar capacities for each. The president of the road is Frank A. Kemp, president of the Sugar Company. The first president was Charles Boettcher, a pioneer Denver industrialist. He was one of the original incorporators and directors along with C. S. Morey, S. D. Walling, J. C. Buck, William Byrd Page, all of Denver, J. R. McKinnie of Colorado Springs, and John F. Campion of Leadville. Morey, head of the Denver mercantile house bearing his name, was the second president of both the Railway and Sugar Company.



KARSH, OTTAWA

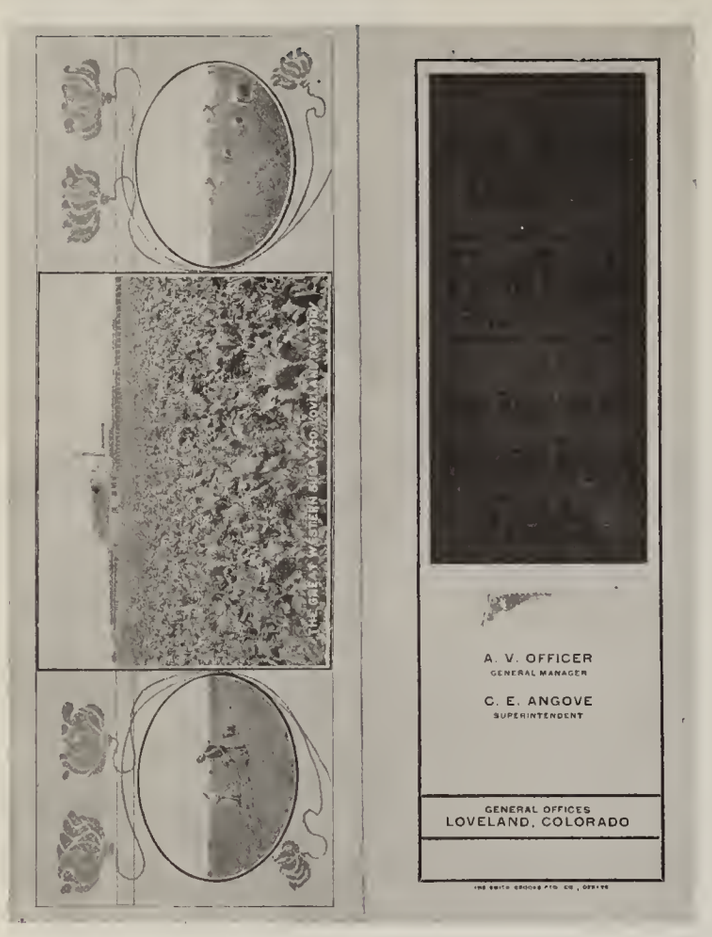
Frank A. Kemp, president of the GW Railway, marks his 24th year in that capacity in 1961. In May of 1961, he observes his silver anniversary as president of the parent firm, The Great Western Sugar Company.



C. E. Angove, the first superintendent of the GW Railway, served from 1902 until 1939.

W. L. (Bill) Angove, the senior Great Western Railwayman, stands between Supt. Joe Baker on the left and Oscar Glaser, retired roadmaster. Bill, who is chief train dispatcher, joined the road in 1918. He is the son of C. E. Angove, the first superintendent of the line, who served from 1902 until 1939. Together, their service totals nearly 80 years. Oscar Glaser retired as roadmaster in 1951 with 37 years of service.

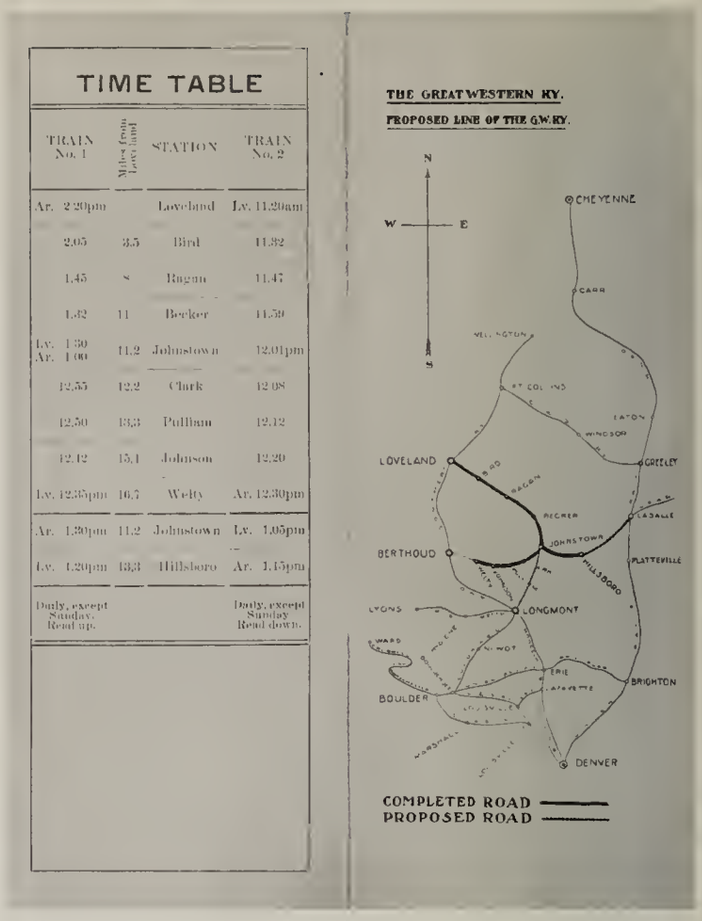
Vice President P. H. McMaster sits at his desk with four members of the Railway staff at the General Office in Denver. From left: Charles L. Quinn, cashier; James W. Kelly, chief clerk and claim agent; Don F. Rauer, assistant general freight agent; and George A. Berlin, chief engineer.



A. V. OFFICER
GENERAL MANAGER

C. E. ANGOVE
SUPERINTENDENT

GENERAL OFFICES
LOVELAND, COLORADO



TIME TABLE

TRAIN No. 1	Miles from Loveland	STATION	TRAIN No. 2
Ar. 2.20pm		Loveland	Lv. 11.20am
2.05	3.5	Bird	11.32
1.45	8	Ragan	11.47
1.32	11	Becker	11.59
Lv. 1.30 Ar. 1.00	11.2	Johnstown	12.01pm
12.55	12.2	Clark	12.08
12.50	13.3	Pullman	12.12
12.42	15.1	Johnson	12.20
Lv. 12.35pm	16.7	Welty	Ar. 12.30pm
Ar. 1.30pm	11.2	Johnstown	Lv. 1.05pm
Lv. 1.20pm	13.3	Hillsboro	Ar. 1.15pm
Daily, except Sundays. Read up.			Daily, except Sunday Read down.

THE GREAT WESTERN RY.
PROPOSED LINE OF THE G.W.RY.

PAGES FROM THE PAST

The GW Railway's 1904 timetable, one of the earliest, appears above. The map shows only about 18 miles of track completed then, with the road still to be laid southward to Longmont, northward to Windsor, Severance and Eaton, and eastward from Hillsboro (now Milliken) to Elm. The proposed branch from Hillsboro to LaSalle was never built, while the Welty branch was originally supposed to extend westward to Berthoud.

The 1916 employees timetable No. 8, at right, serves as a nostalgic reminder that motor cars once carried passengers on the GW Railway. The first was a Fairbanks-Morse gasoline motor, in service in 1916, and followed in 1917 with two McKeen motor cars (see Page 42). Earlier, passengers rode in No. 100, a wooden combination car of pioneer vintage (see Page 40). All regular passenger service ended in 1927.

The Great Western Railway Co.

TIME TABLE No. 8

In Effect June 5, 1916, at 6:35 a. m.
Mountain Time

This Time Table is for the Exclusive Use and Guidance of the Employes Concerned.

E. R. GRIFFIN, General Manager
Denver, Colorado

C. E. ANGOVE, Superintendent
Loveland, Colorado

THE GREAT WESTERN RAILWAY COMPANY

1913 A 87

PASS ...Mr. W. K. McAllister.....
General Agent,
ACCOUNT Southern Pacific Co.

OVER ENTIRE LINE
UNTIL DECEMBER 31, 1913 UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK
VALID WHEN COUNTERSIGNED BY W. W. CAMPBELL

COUNTERSIGNED BY
W. W. Campbell
E. R. Griffin
GENERAL MANAGER

COURTESY OF R. A. RONZIO

Here's an early GW Railway pass, dated 1913, with both sides reproduced in actual size. The color is lilac. This pass was counter-signed by W. W. Campbell, assistant general manager, and also signed by E. R. Griffin, general manager.

CONDITIONS

This Pass is not transferable and is void if presented by any other than the person named, or if any alterations, additions or erasures are made upon it.

The person accepting and using this Pass assumes all risk of accidents and damages, and expressly agrees that THE GREAT WESTERN RAILWAY COMPANY shall not be regarded as a common carrier nor as liable to him for any injury to his person or any loss or damage to his baggage which may occur while using this pass, whether caused by the negligence of the Company's agents or otherwise.

The holder hereof states that he is not prohibited by any law from receiving free transportation and agrees that this pass will be lawfully used.

I accept each and all of the foregoing conditions.

(Sign in ink.)

LONGMONT AND EATON DISTRICT

NORTH BOUND Motor Car First Class No. 1	Distance from Longmont	TIME TABLE No. 8 June 5, 1916 STATIONS	Location of Agencies, Telephones, Water, Fuel, Track Scales and Wyes	SOUTH BOUND Motor Car First Class No. 2
Daily Ex.Sun. Lv. 4 35 pm		C., B. & Q. JUNCTION LONGMONT (2.2)	A.T.W.O.Y	Daily Ex. Sun. Ar. 9 23 am.
f 4 45	3.2	FOSTER (1.6)		f 9 10
f	4.8	KIRKLAND (1.3)		f
f 4 52	6.1	LIBERTY (2.0)		f 9 03
a 5 00	8.1	MEAD (4.0)	A. T.	s 8 55
f 5 10	12.2	WALKER (2.2)		f 8 45
f	14.4	BUNYAN (3.4)		f.
s 5 25	17.8	JOHNSTOWN (2.2)	A. T. Y.	s 8 28
f 5 30	20.0	HARDMAN (1.0)		f 8 20
f	21.0	RAGAN (2.1)		f
Ar. 5 40 pm Lv. 6 18 pm	23.1	OFFICER JUNCTION (0.1)	T. Y.	Lv. 8 12 am Ar. 7 32 am
s	23.2	U. P. CROSSING (0.0)		a
s 6 20	23.2	KELIM (1.8)		s 7 31
f 6 24	24.5	GOVE (1.3)		f 7 27
f	25.8	LOREY (4.3)		f
a 6 40	30.1	WINDSOR (0.0)	A. T. O. Y.	s 7 12
a	30.1	C. & S. CROSSING (1.8)		s
f	31.9	BRUCE (2.1)		f
a 6 55	34.0	SEVERANCE (3.5)	A. T.	a 7 00
f 7 05	37.5	HURICH (1.0)		f 6 49
f	38.5	TUBER (1.0)		f
f	39.5	GATES (2.6)		f
Ar. 7 20 pm	42.1	EATON	A. T. Y.	Lv. 6 35 am
(2.45)				(2.48)

LOVELAND AND OFFICER DISTRICT

NORTH BOUND Motor Car First Class No. 5	Motor Car First Class No. 3	Distance from Longmont	TIME TABLE No. 8 June 5, 1916 STATIONS	Location of Agencies, Telephones, Water, Fuel, Track Scales and Wyes	SOUTH BOUND Motor Car First Class No. 4	Motor Car First Class No. 6
Daily Ex.Sun.	Daily Ex. Sun.				Daily Ex.Sun.	Daily Ex.Sun.
Lv. 5 40 pm	Lv. 7 32 am	23.1	OFFICER JUNCTION (2.3)	T. Y.	Ar. 8 12 am	Ar. 6 18 pm
f 5 45	f 7 37	25.4	BIRD (4.1)		f 8 07	f 6 12
Ar. 6 00 pm	Ar. 7 55 am	29.5	LOVELAND	A.T.W.C.O.Y.	Lv. 7 55 am	Lv. 6 00 pm

Distance from Longmont	Distance from Loveland	JOHNSTOWN and MILLIKEN DISTRICT
17.8	11.7	JOHNSTOWN (2.3)
20.1	14.0	MILLIKEN

Distance from Longmont	JOHNSTOWN and WELTY DISTRICT
17.8	JOHNSTOWN (1.0)
18.8	CLARK (1.1)
19.9	PULLIAM (1.7)
21.6	BUDA (1.0)
22.6	KAHLER (1.0)
23.6	WELTY

Explanation of Characters

S—Regular Stop
A—Agency
W—Water
Y—Wye
F—Stop on Signal
T—Telephone
O—Track Scale
C—Coal

SPECIAL RULES AND INSTRUCTIONS

North-bound trains are superior to south-bound trains of the same or inferior class.
Maximum speed of Motor Cars 25 miles per hour.
Maximum speed of all Freight Trains 20 miles per hour.
Service on Johnstown and Milliken and Johnstown and Welty district performed by Switch Engine.
Freight service performed daily except Sunday.

REGISTER STATIONS—Longmont, Johnstown, Officer Junction, Windsor, Eaton, Loveland.

RULES GOVERNING CROSSINGS

All trains will come to full stop at least two hundred feet from Union Pacific crossing at Kelim, and Colorado & Southern crossing at Windsor, and ascertain that track is clear before crossing.

Union Pacific crossing at Eaton is mechanically controlled. All trains arriving at and leaving Eaton will be governed by signals displayed by towerman.

Trains approaching Eaton must be under perfect control. One long blast of whistle will inform towerman that train wishes to go down straight track or north leg of wye, and two short and one long blast of whistle will indicate that train wishes to go down track leading to factory.

Trains leaving Eaton will signal towerman with four short blasts of whistle, but in no case will trains pass over derail until proper signal is displayed by towerman.

WARNING TO EMPLOYES OF DANGER

The Company does not block switches, frogs or guard rails.

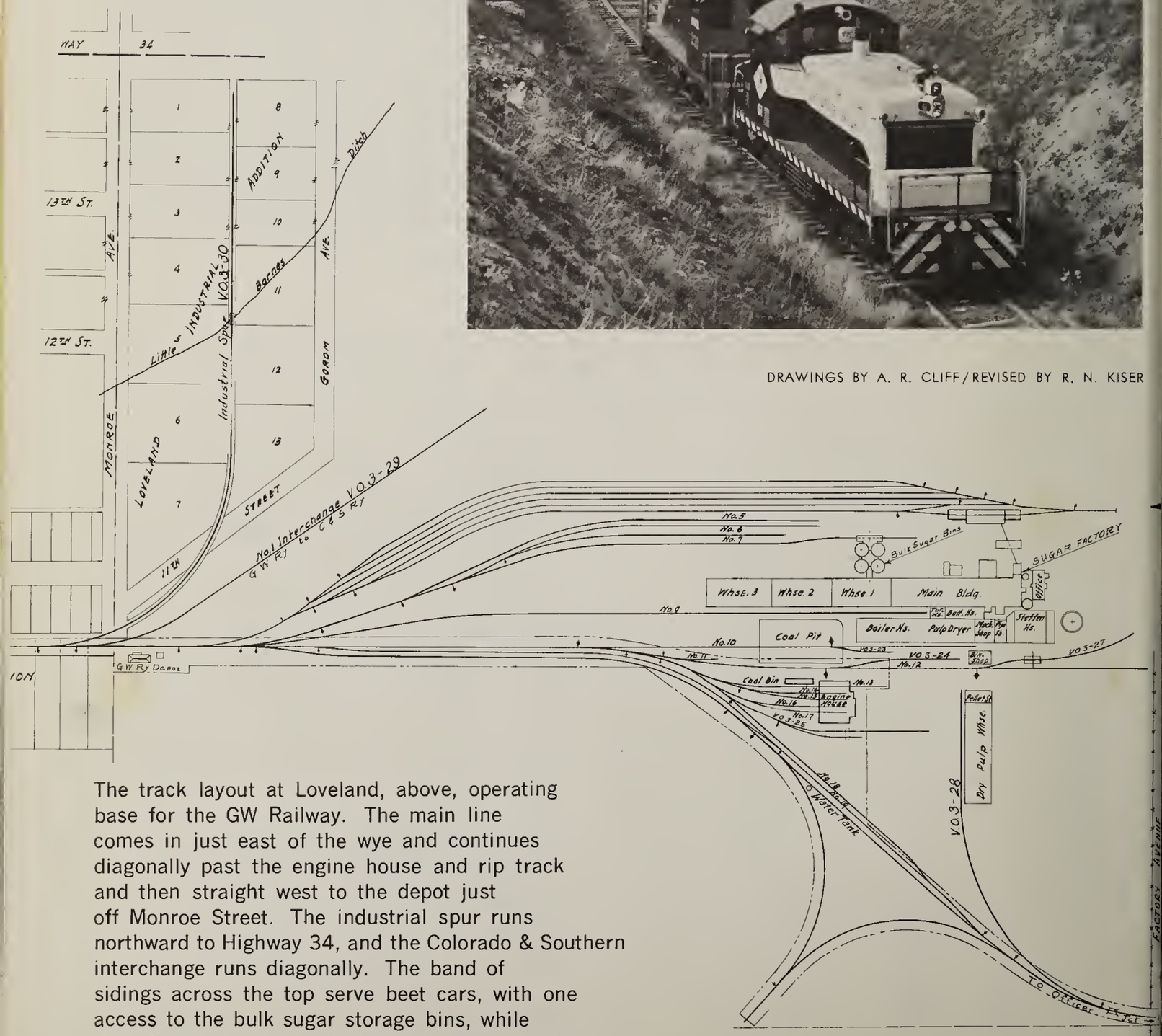
There are buildings, coal platforms, stock yards, beet dumps, water crane frames, telephone and electric light poles, scales, switch stands, overhead and guy wires, elevated tracks, sheds, which are located on main line and on sidings, and all employes are required to familiarize themselves with same and to protect themselves from injury on account thereof.

Notice is hereby given to all concerned that derails are installed in side tracks where requirements demand and must be kept in derailing position when not in use, whether siding is occupied or not.

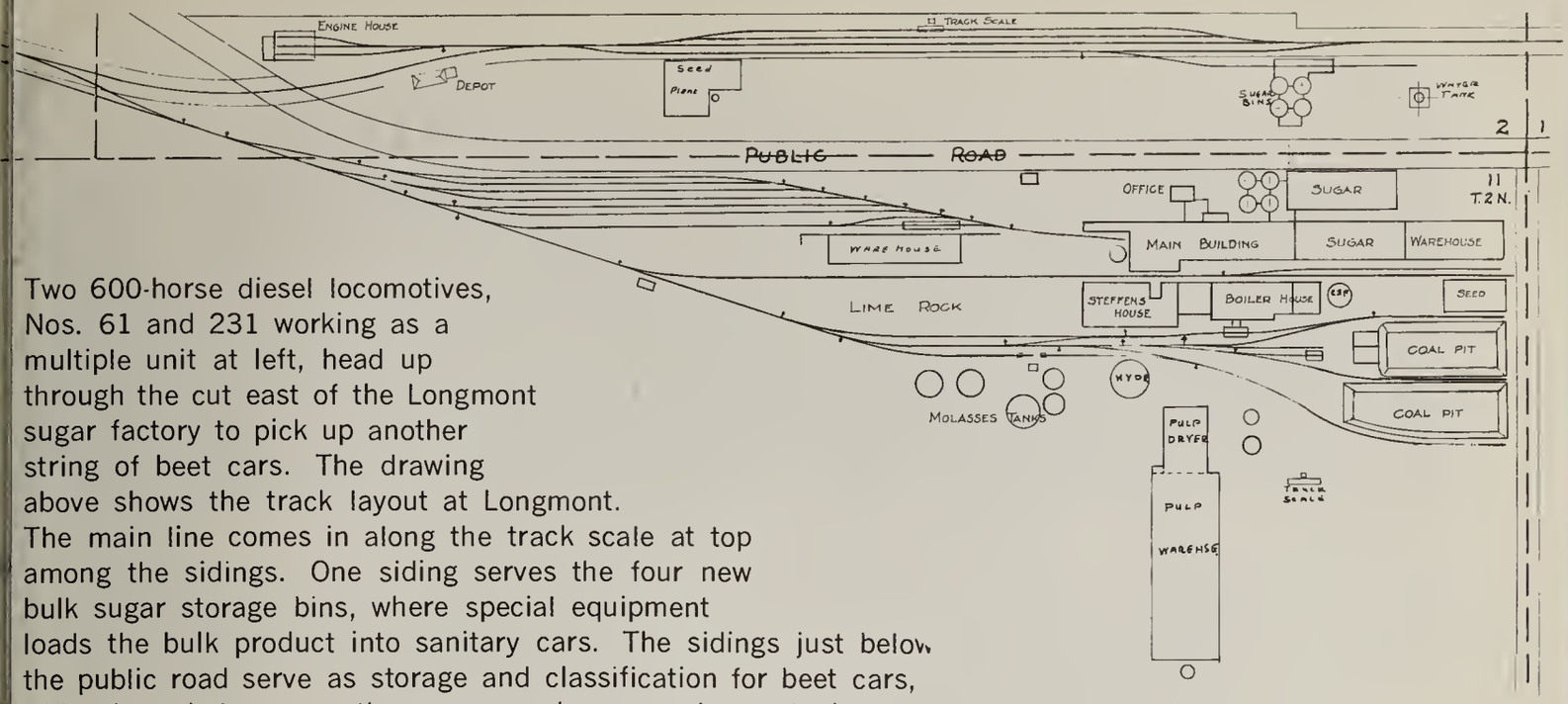
All trains will approach road crossing at Tuber under perfect control; both track and road crossing at this point are in a cut, which makes crossing hazardous.

OF THE PRESENT

DRAWINGS BY A. R. CLIFF/REVISED BY R. N. KISER



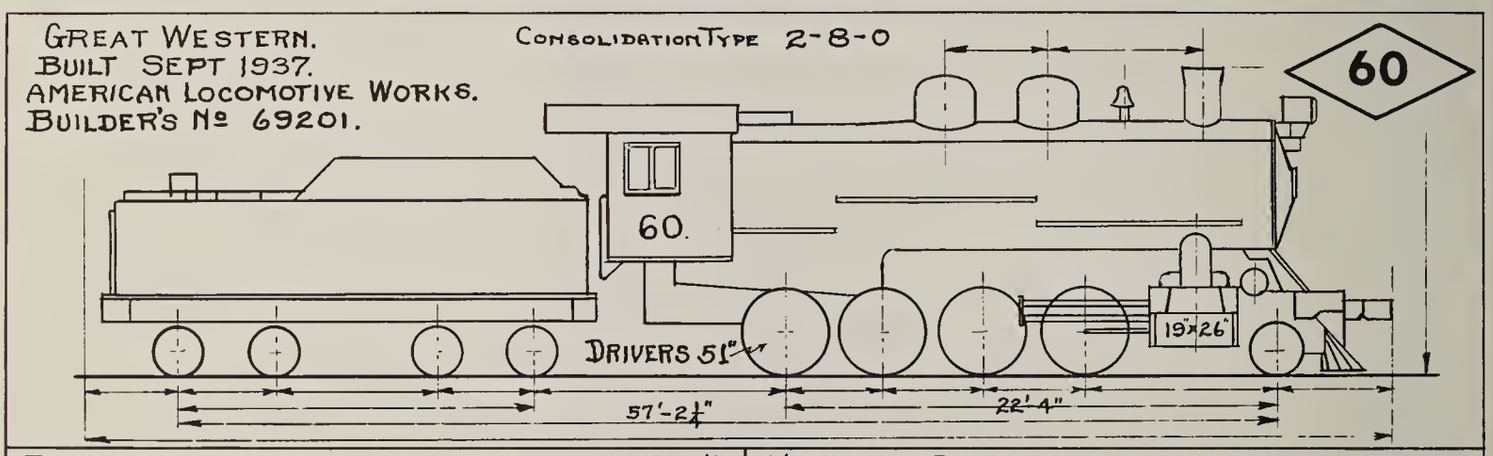
The track layout at Loveland, above, operating base for the GW Railway. The main line comes in just east of the wye and continues diagonally past the engine house and rip track and then straight west to the depot just off Monroe Street. The industrial spur runs northward to Highway 34, and the Colorado & Southern interchange runs diagonally. The band of sidings across the top serve beet cars, with one access to the bulk sugar storage bins, while the others below serve the factory's sugar warehouse, limerock pile, coal pit, and the Railway engine house.



Two 600-horse diesel locomotives, Nos. 61 and 231 working as a multiple unit at left, head up through the cut east of the Longmont sugar factory to pick up another string of beet cars. The drawing above shows the track layout at Longmont. The main line comes in along the track scale at top among the sidings. One siding serves the four new bulk sugar storage bins, where special equipment loads the bulk product into sanitary cars. The sidings just below the public road serve as storage and classification for beet cars, while those below serve the sugar warehouse, molasses tanks, limestone piles, and the coal pits.

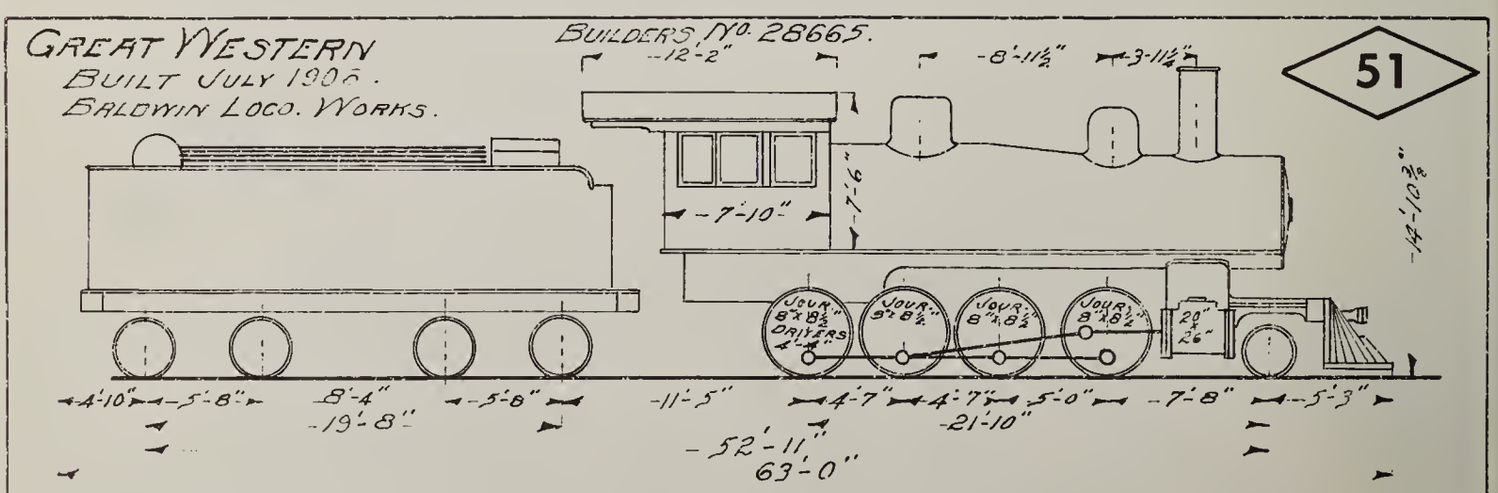
Three diesel units stand in the Loveland yards, below, with the Never Summer Mountains to the West in the background. Nos. 121 and 122 are 1200-horse units, while No. 61 is a 600. Along with two other 600's, they make up the diesel motive power of the GW Railway. The road first turned to diesel power in 1951 with the purchase of Nos. 121 and 122. The colorful blue and yellow units work the year around and handle all the traffic during the spring and summer months between campaigns.

The builder's photo of No. 60, youngest GW steamer, built by American Locomotive Works and bought by Great Western, 1937.



BRAKING POWER.	lbs.	HEATING SURFACE	SQ FT.
WEIGHT ON DRIVERS	141500	FIREBOX.	146
" TOTAL ENGINE	161000	ARCH TUBES.	12
" TENDER EMPTY	58800	TUBES 58-2"x12'-6" & 28-5⅜"x12'-6"	1027
" COAL 12 TONS.	24000	FLUES	489
" WATER 8000 GAL.	66800	TOTAL	1674
" TOTAL LOADED TENDER.	149600	GRATE AREA.	30.1
" ENGINE & TENDER WK'G ORDER	310600	SUPERHEATING SURFACE	416
MAXIMUM WIDTH.		TRACTIVE POWER	31290 lbs.
TYPE OF BOILER.		TYPE OF VALVE GEAR.	

DRAWINGS BY J. W. DUDGEON

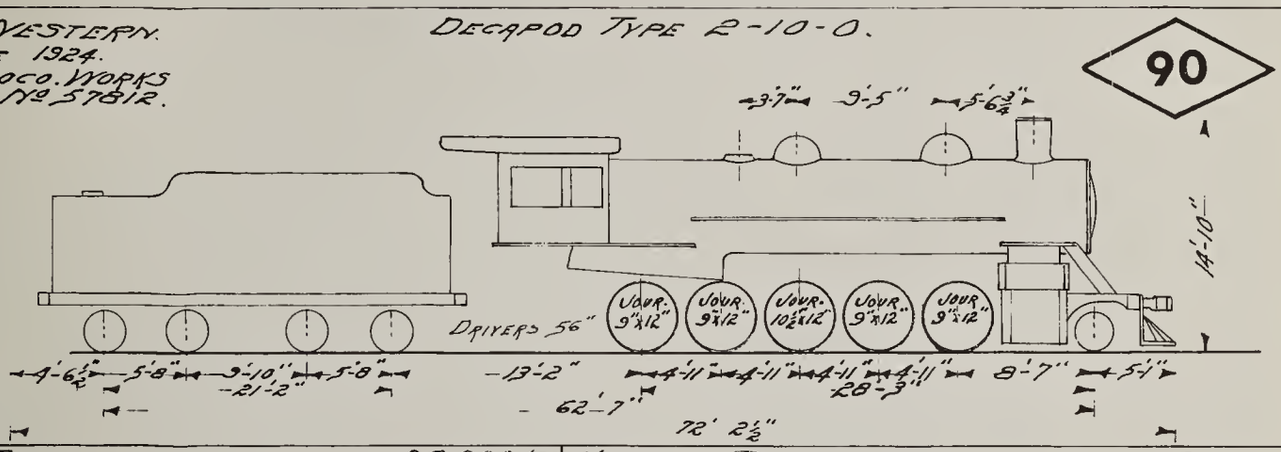


WEIGHT ON DRIVERS	119000 #	HEATING SURFACE	SQ. FT.
TOTAL ENGINE	142000 #	FIREBOX	132.3
BRAKING POWER	89250 #	TUBES - 280-2"x 16½"	1973.1
TENDER EMPTY	54420 #	TOTAL	2105.4
COAL - 16 TONS 1260 LBS.	33260 #	GRATE AREA	31.3
WATER - 7000 GALS.	58450 #	MAXIMUM WIDTH (CAB)	10'-8½"
TOTAL LOADED (TENDER)	146130 #	TYPE OF BOILER WAGON TOP RADIAL STAY.	
TOTAL ENGINE AND TENDER WORKING ORDER	288130 #	TYPE OF VALVE GEAR STEVENSON LINK MOTION D-SLIDE VALVE	
		TRACTIVE EFFORT	30000.

No. 90 displays her profile while switching at Johnstown. Her specs below do not show the extension on her smoke box.

GREAT WESTERN.
BUILT JUNE 1924.
BALDWIN LOCO. WORKS
BUILDERS No 57812.

DECAPOD TYPE 2-10-0.



BRAKING POWER	95 000 LBS	HEATING SURFACE	SQ FT.
WEIGHT ON DRIVERS	190 000.	FIREBOX	170.
TOTAL ENGINE	212 000.	ARCH TUBES	20.
TENDER EMPTY	62 700.	TUBES 28 - 5⅜" x 17'	665.
COAL - 15 TONS	30 000.	FLUES 167 - 2" x 17'	1480.
WATER - 8 000 GAL.	66800.	TOTAL	2335.
TOTAL LOADED (TENDER)	159 500.	GRATE AREA	543
TOTAL ENG + TENDER WORKING ORDER	371500.	SUPERHEATING SURFACE	544.
MAXIMUM WIDTH	10'-5"	TRACTIVE POWER	46500.
TYPE OF BOILER	STRAIGHT-RADIAL-STAY.	TYPE OF VALVE GEAR-WALSCHAERTS - PISTON VALVE	

No. 51, whose specs appear at left opposite, shows her working gear while panting in the Loveland yards with No. 90 at rear.

OLD NO. 90's ALBUM OF ACTION

The locomotive engineer, hand on the throttle, eyes intent upon the road, inspired an era of romance and admiration in American history that will probably never be surpassed by the diesel driver, the jet pilot, or even the rocket-rider in space, for all their courage and hardiness. Though now fading from the scene with his venerable vehicle—but not from the memories of millions—the locomotive engineer still stands for legend and loyalty. In a day when life was simpler and slower, when the world was smaller, when the young and the old gathered at the village depot to watch the trains come puffing and hooting in—he was the knight in shining black armor swathed in steam and smoke. Yes, and he was all that any breathless boy could ever hope to be. Here, to record one of the classic impressions of the locomotive engineer, Gus Rydholm eases Old No. 90 out on the road for action—still in steam.

No. 90 gets ready to take her morning drink from the water tank in the Loveland yards
with the sunlight brilliant on the bulk sugar storage bins of the GW Sugar factory in the rear.

With water spilling over the back of the tender and coal piled high in the bin,
No. 90 waits for Fireman Harry Anderson to climb into the cab and start feeding the fires for the day's work on the road.

MILE-HIGH HIGHBALLING

USE GREAT WESTERN SUGAR—KEEP THE DECAPOD RUNNING

—reprinted from Sparks, the bulletin of the Topeka chapter of the National Railway Historical Society; February, 1961.

Out in the open country on the mile-high iron, Old No. 90 strides along smartly into a curve on Oklahoma Hill, south of Windsor, with a consist of sugar cars, molasses tankers and coal gons.

Below, she calls for a country crossing with a mighty broadcast of steam from the whistle and with the added plumage of smoke from the stack, all under the bright side-light of the autumn morning sun.

Pausing at Windsor, No. 90 breathes a heavy sigh under the hand of Engineer Bob Sheets while Conductor Reuben Walter heads off along the train to check on his switching orders.

SUGAR BEETS AND STEAM

The business of beets. Above, No. 90 steams into the beet receiving station at Hurrick, on the run from Severance to Eaton, with a sugar car and empty beet gondolas in tow, while in the foreground farmers empty their truckloads of freshly-harvested beets into the piling machine. Below, the long arm of the piler reaches out to convey the beets on a belt to a gondola on the siding, while No. 90 sidles backward to hook up and add on some more cars of beets for the sugar mill at Windsor.

Here, No. 90 heads into the siding to the Windsor sugar factory with Brakeman Fred Westerman bringing up the rear of the string of empty beet cars.

Conductor Carl Kaiser demonstrates the balanced art of his calling while he treads across the cupola of a caboose on a train picking up speed at the time of the photo.

Under a somber sky, No. 90 seems to be sniffing the heavy air for a hint of worsening weather while she rolls past the cars at Officer Junction station to take her empties to other beet stations on the north end of the line in the vicinity of Windsor and Eaton. The empties here in the foreground will be loaded with beets during the day and picked up by No. 90 on her way back to Loveland in the evening.

At a stop, the doughty decapod displays the drivers, wheels and other working gear of her 2-10-0 species.

Now, coming up through the cut on Gove Hill near Lorey, east of Loveland, Old No. 90 addresses herself to the leading role of a steam spectacular.

For her performance, the third scene of the sequence above, turn the page.

GW
90

THE NEVER SUMMERS AND NO. 90

With smoke billowing from her stack in noble proportions, No. 90 appears to be bounding out from among the peaks of the Never Summer Mountains in a panorama revivifying the days of yore of Colorado railroading in the Rockies. Actually, because of the telescoped perspective, she's still more than a few miles away from the Front Range, out on the farmland, booming through the cut up Gove Hill east of Loveland.

THE STEAM DREAM

There is nothing else in mid-century America quite like the steam railroad excursion, nothing else quite like the steamfans' enthusiasm. Man, woman and child they turn out—some clothed in railroad paraphernalia, many festooned with cameras, all eager for the adventure of a day on the road of steam. The carnival atmosphere prevails, yet with a certain air of longing to recapture and preserve the full flavor of the yesteryear of steam. On Oct. 2, 1960, some 350 fans were aboard the Great Western special that toured the line behind Old No. 90 on the Rocky Mountain Railroad Club excursion. Their train appears above, with Engineer Gus Rydholm in the cab of No. 90 calling for the crossing at Highway 87 and a magnificent cloud of smoke trailing back toward the town of Mead. All to the fans' delight.

The railfan photographers turn out in force on the excursion day, chasing after the train in cars to catch their shots. At right, in a view from the cab, No. 90 comes upon two avid cameramen. Even on regular runs, it's a common sight for No. 90's crew to look down into the lenses of cameras all along the line. Below, No. 90 churns out more black smoke while the steamfans on the excursion hang precariously from doors and vestibules to absorb the full measure of No. 90's revival of the steam dream.

FAN FUN

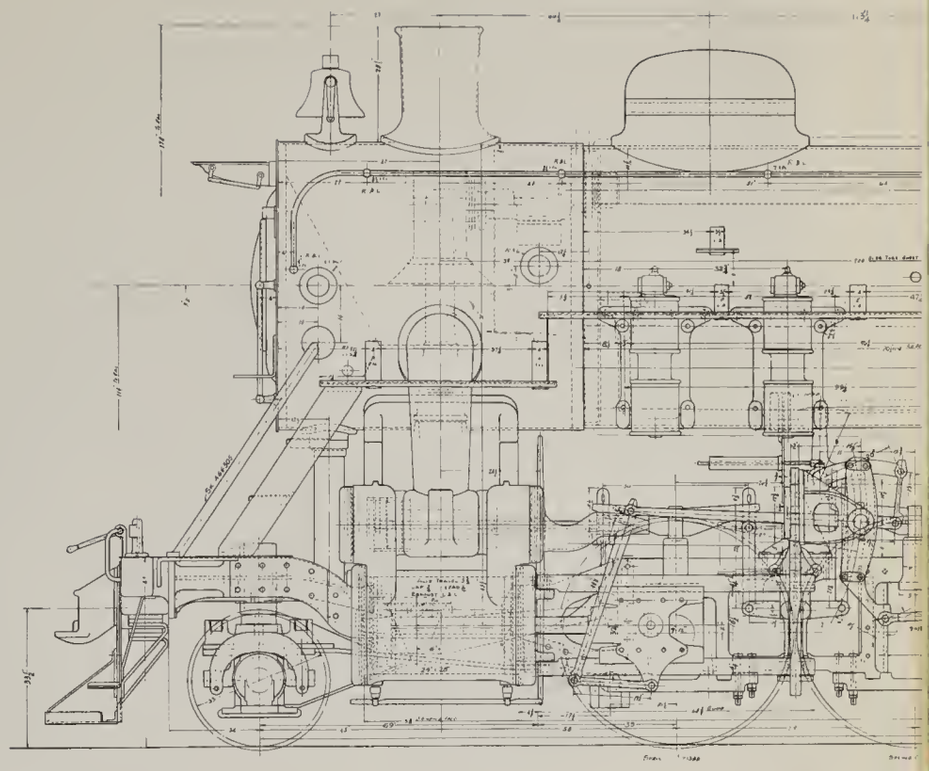
No. 90 and her special train attracted attention throughout the excursion. Above, sight-seers join the paying passengers to look over the train in the yard at the Eaton sugar factory. There is so much interest in No. 90 and the other GW steamers that Vice President P. H. McMaster once remarked that he didn't know whether he was running a railroad or a museum. That was in the summer of 1958, during the Week of Western Steam, when 150 fans traveled over the GW Railway on a trip all the way from the Coast. One of the fans boasted that he shot 2,500 rolls of film. The excursions feature "photo stops," a unique traffic term for railroading. The train stops at a scenic place, the fans alight, the train backs up a mile or so. Then, with the fans poised alongside the tracks, the train charges through a barrage of clicking shutters with the locomotive emitting voluminous clouds of black smoke. Tempers sometime flare in the jockeying for position among the cameramen; and one should beware if he gets in the field of view of another lensman. Below, No. 90 does herself proudly, like any star of pictures, moving smartly through the farm countryside from Officer Junction toward Windsor with the special excursion train.

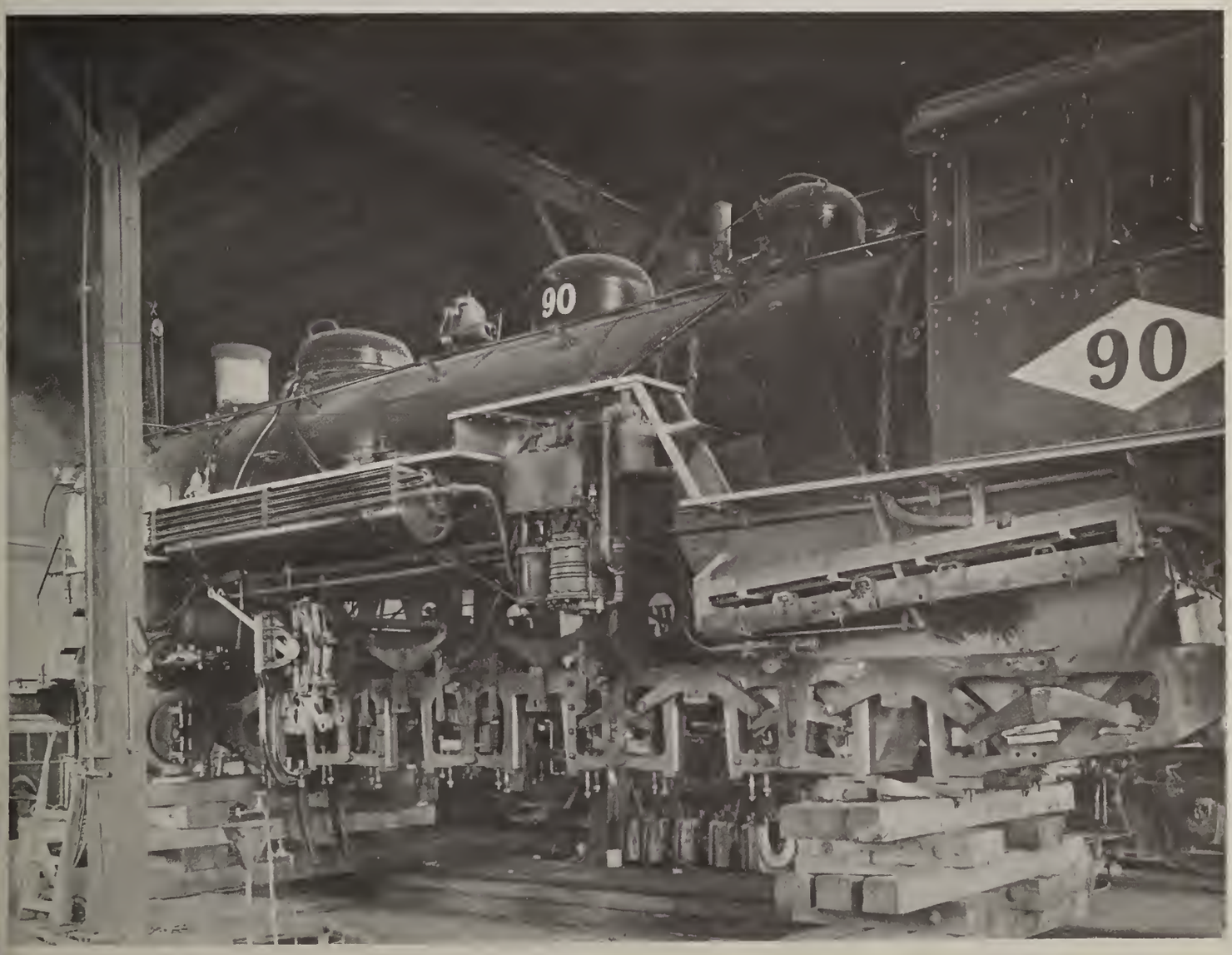
Two cameramen, typifying the steamfan's intense interest, perch atop the water tank in the Loveland yards to shoot No. 90 on her return from the day-long excursion. Others take in the sight along the tracks; while at right, the fans look over the rip track and two other GW steamers, No. 75 and No. 60, at rear. The day was described as a "golden opportunity" by R. H. Kindig, famous railroad photographer and head of the Rocky Mountain Rail Club. It was all that and glorious, too, especially for the many children who saw something their own children will never see.

Looking over No. 90, almost as if at the bedside of a stricken friend, everyone asks: "How long will she last?" The question can be answered in part, at least, by the photos on these pages showing how the enginehouse crew worked mightily in January of 1961 to prolong her presence. At that time, No. 90's wheels were removed and turned to true. The turning job was done in the Union Pacific shops at Cheyenne, a rare task nowadays. The big job in the Loveland enginehouse was the removal and replacement of the wheels, wedges, drivers and other working parts. Without an overhead crane, the locomotive had to be supported precisely on blocks and jacks. These had to be removed and replaced each time one set of wheels came out or went back in. The photo above shows eight mechanics bruting one of the sets under the cab to be set into position. The views at left and at right, opposite, show the old girl in her revealing situation. Meantime, with good luck and without any breakdown of scarce parts, she should be good for another five years or so with her well-shaped wheels.

DECAPOD

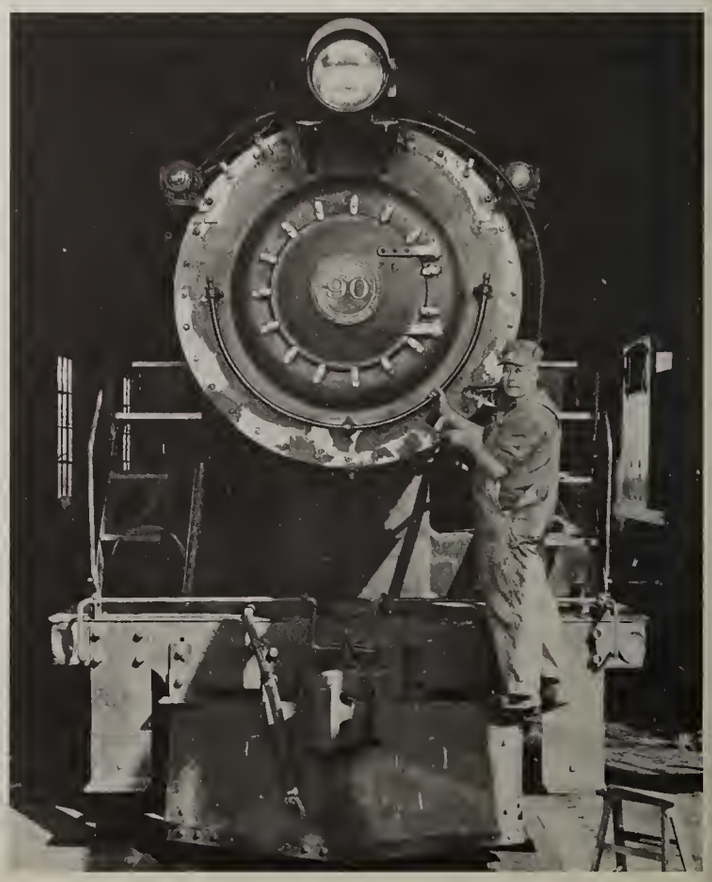
DEFROCKED





Here, again not looking her prettiest, No. 90 undergoes the indignities of having her boiler re-flued at the Loveland enginehouse in 1960.

The enginehouse crew with Matt Hamilton standing behind, from left, George Bernhardt, Neal Colling, Bob Sheets, Manuel Rosenoff and Lynn Ramsey.



Her boiler operation completed, No. 90 gets the first coat of a facial from Hostler C. O. Davis.

RIP TRACK

Here's part of the rip track in the yards at Loveland, where repair of the rolling stock goes on during the summer months between the busy season of the sugar campaigns. The scene above, with the water tank and part of the wye dominating the background, shows repairmen fitting new racks for the sugar beet gondolas. At right, Foreman John Bernhardt steadies one rack held up by the crane.

The railroad ballet—for gandy dancers only, accentuated with muscular grace and the clanging tempo of maul upon spike—performed here by George Case and Mike Ramirez, Jr.

1168225

e spike puller, above, begins the job of taking up the old rails so that new track can be laid. The section men, from left: Conrad Bauer, k Ramirez, Jr., Frank Adler and George Case.

In the next step, at right above, two section workers shove the old rail off the ties.

ht, the workmen tamp wooden plugs into the holes left in the ties by the old spikes to provide a solid seat for the new spikes.

w the adzing machine comes along, at right, to rasp off the tips of the plugs flush with the ties so the rail plates will sit level. It's guided by Irv Englehardt, center, ndy fellow to have around with his 300 pounds scle, with Cecil Chavez, left, and John Rothe.

REAT WESTERN ANDY DANCERS

With the old rail pulled to the side of the ties, the plates form a straight line for the new "iron."

The crane cable lowers the new rail to be put down on the plates in position by the section workers.

With the gauge bars in position between the two rails, the section workers make with the sledges in rythymical order to hammer the spikes into the ties.

Here, laying a new switch at Mead, Art Moeller uses the torch to cut the bolts joining two sections of rail. The view at right shows the disjointed layout of the switch.

On the caboose, Conductor Pete Tribelhorn and Brakeman Carl Kaiser watch while the short freight passes the crane boom and eases toward the section crew at work farther down the track.

Two big men who do a big man's job on the road. Roadmaster Slim Kiser stands below the boom of the crane with his hands on the shoulders of smiling "Big Frank" Schuman, section foreman. GW Railway section foreman also come in smaller sizes, but not small in their capacity for hard work. At left below, Slim Kiser stands beside Section Foreman Manual Del Real (right) with Emil Noreen seated in foreground. At right below, Section Foreman Shorty Mayfield rests on the windshield of the motorcar with four of his crew, from left, Modesto Troncoso, his son Juan, Roman Chavez, and Alex Gebhardt.

GW RAILWAY STATION AGENTS

Station agents of the GW Railway get together for a group portrait early in 1961. In the front row, from left: Louis Beeten, agent at Johnstown; Dave Gaw, agent at Loveland, Herman Gies, agent at Longmont; H. J. Precht, agent at Eaton; Harry Wheeler, agent at Windsor; Fay M. Neal, agent at Milliken. Top row: Omar Karspeck, Larry Young and Ken Embree, all relief agents; and Dan Rutt, agents' clerk. Harry Wheeler, perennial golf champ of the GW Territory, retires on May 31.

ONE-SPOT

No. 1, the first locomotive on the GW Railway roster, poses for one of her last portraits in 1951. Appropriately, it was taken by Richard H. Kindig, master photographer of steam. The next year, One-Spot was sold for scrap and melted down at the Pueblo steel mills. Her vintage dated back to 1904, when she was built by Baldwin and purchased by the young GW Railway.

RICHARD H. KINDIG

MIXED-RUN MEMORY

Coach No. 100 harkens back to the early days of the GW Railway when she served as a combination car for passengers, trainmen, and baggage. The car was later made even more unusual by the removal of the rear seats and the erection of a partition to form an observation compartment. In this modification No. 100 served as a business car. She was built in the 1880's by the Wagner Palace Car Company and was purchased by Great Western in 1904. Her original owner cannot be traced. But now No. 100, with her vintage wooden framing and six-wheel trucks, stands on display among narrow gauge locomotives and trains at the Colorado Railroad Museum, just east of Golden, the mecca of Rocky Mountain steamfans. The car's specs, below, do not indicate the alteration of the seating arrangement for business use.

GREAT WESTERN.

LENGTH PASSENGER COMPARTMENT	29'-8"	COUPLER - JANEY
LENGTH BAGGAGE COMPARTMENT	17'-10"	TRUCK BOLSTER - WOODEN.
WIDTH INSIDE	8'-5"	BODY BOLSTER - TRANSOM.
HEIGTH INSIDE (CENTER)	9'-0"	BUILDER-HICKS LOCOMOTIVE & CAR CO.
SEATING CAPACITY	34.	PURCHASED SECOND HAND 1904.

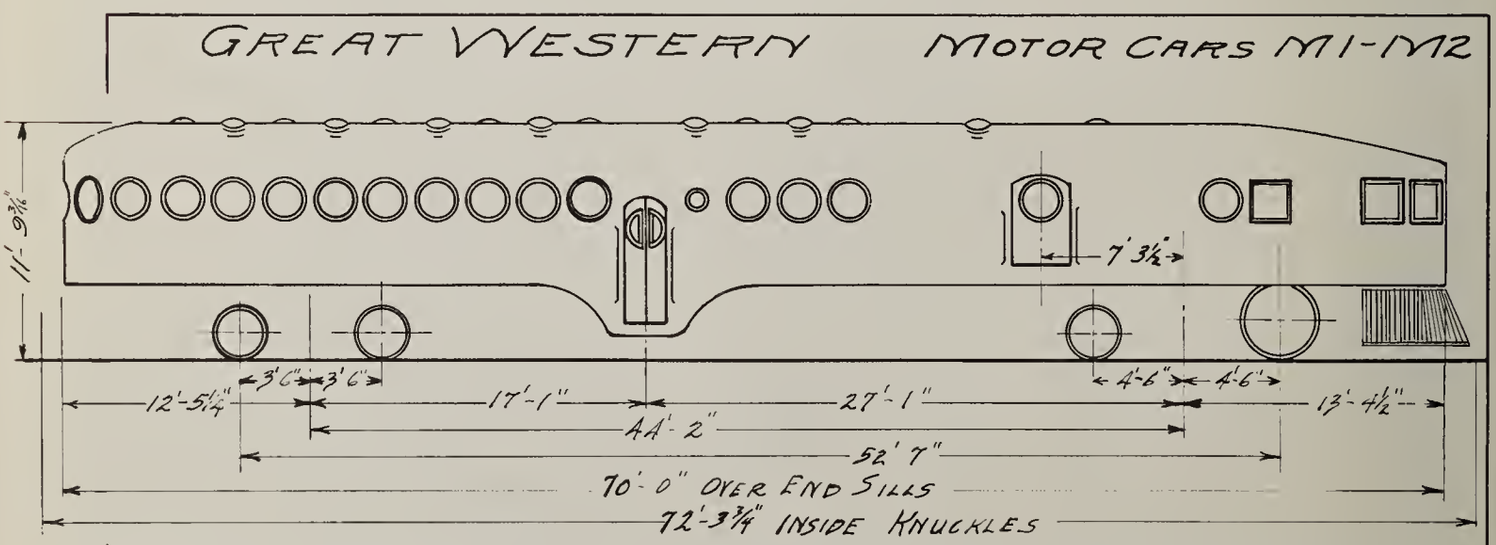
WEIGHT 63900

The atmosphere of coach travel in the 1880's may be realized from these interior views of No. 100. The pot-belly coal stove and stack, above, dominate the passenger compartment. The baggage compartment, at right, shows where the conductor held forth at his desk with the pigeon-holes for contract mail. This view looks through the door to the passenger section and at the far end to the observation section. The mirror frame on the wall advertises the Meyer clothing store at Loveland with the reminder: "We Will Save You Money." Now on display at the Colorado Railroad Museum near Golden, the old GW combination will eventually be refurbished and outfitted in the style of its era.

GW RAILWAY COLLECTION

M-1, THE MIGHTY McKEEN CAR

The streamlined McKeen motor cars were far ahead of their time — in appearance, at least. Back in their day, they made a curious sight chugging through the farm countryside under the power of gasoline motors. M-1 and M-2, built in 1910 and 1911, were acquired by the GW Railway with the purchase of the Wattenburg branch of the Denver, Laramie and Northwestern Railroad in 1917. The branch ran south from Milliken to Wattenburg, just north of Brighton (see map on Page 4); it was dismantled in 1948.
The two McKeen cars were used in daily passenger service, beginning in 1917, from Eaton to Longmont via Loveland and return. The service was discontinued in 1924 between Eaton and Officer Junction and in 1926 between Loveland and Longmont. The two McKeen cars were sold in 1927 for a total of $2,800.
The photo above, undated, shows M-1 with GW Railwaymen Carl Rue, station agent at Longmont; Z. McIntosh, cashier; C. E. Angove, superintendent; Oscar Glaser, Roy Chambers, and J. B. Wilson.



LENGTH OF ENGINE COMPARTMENT	13'-8"	DATE BUILT M1 JAN 1911 - M2 DEC 1910	
" " BAGGAGE "	12'-0"	DATE PURCHASED SEPT 1917 FROM A. RADINSKI	
" " SMOKING "	12'-10 1/8"	SEATING CAPACITY PASSENGER COMPARTMENT	54
" " PASSENGER "	28'-0 7/8"	" " SMOKING "	23
WEIGHT OF CAR IN WORKING ORDER	74000 LBS.	HEIGHT FLOOR TO CEILING	7'-5 5/8"
WIDTH OVER SHEATHING	9'-8"	WIDTH INSIDE	9'-4 3/4"

Out on a bridge building job in 1943, Supt. Frank C. Gorom stands at left with Roadmaster Oscar Glaser, center, and Bridge Foreman Jack Anderson.

Here's Section Foreman Christian Gies, standing at left, in a friendly pose with Bridge Foreman Jack Anderson.

PERSONNEL OF THE PAST

COURTESY OF FRANK C. GOROM

Only two still remain active on the line among the Great Western railroaders who sat for this rare snapshot on the pilot of No. 101 back in 1923. From left, seated front: Henry Dees, blacksmith; Gene Marchand, carman; Dick Stuart, machinist; Gus Rydholm, machinist helper and now locomotive engineer; Ernie Tharp, machinist; Frank C. Gorom (standing right), master mechanic and later superintendent. Standing, at left: Fred Oates, machinist. Seated above him: Charlie Prosper, machinist; Dee Speight, boilermaker; under the number plate, Tommy Davis, machinist helper and now master mechanic; right rear, George Neal, machinist.

The diesel unit at left, almost eclipsing the two venerable steamers, seems to symbolize the day when the harsh voice of the klaxon will be the only one heard in the land along the GW Railway. It may not be the way to run a railroad—in the minds of the old-timers and fans—but the sleek modern machines get the job done in sound fashion. Here are some views of GW units in action: below, Nos. 121 and 122, throbbing as one, pull by the Loveland depot with a string of beet cars for the sugar mill under the plume at rear.

THE DAY OF THE DIESEL

t Johnstown, Nos. 121 and 122 wait for a switch before drumming up power for a string of sugar cars.

No. 61, a 600-horse diesel unit, provides the setting for a picture of one of the train crews. Engineer George Bloom sits at top with Fireman Ed Renz standing at right. Conductor Carl Kaiser stands below at left with the two brakemen, Fred Peasley nd Adolph Reider on the step.

AND SO TO BED

The last factory whistle of the sugar processing campaign signals hibernation for No. 75, here blowing off her motive power with an angry hiss, so that she can be stored away until another fall and another season of steam.

The cut at Severance swallows up
No. 90, eastbound for Eaton,
leaving only her train,
her caboose, and in the sky
her famous and familiar trademark.
And with coal smoke hovering
over the caboose and
Conductor Reuben Walter,
these two traditional "going-away"
views mark the end of the line
for this pictorial look at
The Great Western Railway,
where steam still serves.

GW

SENTIMENTAL STEAM JOURNEY

PHOTOGRAPH BY MARJORIE HAGAN

On one of her proudest days, Old No. 90 paints her signature in the sky over the Longmont sugar factory so the whole countryside will know she's heading out with a 13-car special of admiring Pacific Coast railfans who in their discriminating taste chose her for an excursion over The Great Western Railway on their 4,000-mile journey in observance of the Week of Western Steam in June of 1958.

distributed by

Colorado Steamfan Service

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